

## **Muskee Timber Sale**

### **Logging Feasibility Report**

**Notes:** Due to the variability of the terrain throughout the sale, there may be the need of intermediate support trees in units not so stated in this analysis. Rigging heights are based on a particular profile and will also differ from given heights throughout each unit. Unless otherwise stated skyline yarding direction will be uphill and Ground Base skidding directions will be downhill. Helicopter yarding will be downhill unless otherwise stated. All skidding and yarding operations will have constraints within stream corridors in all units. See contract provision C6.42# for special yarding and skidding methods. All Ground based skid roads and landings must be approved prior to use. Skid roads will be placed 150' apart.

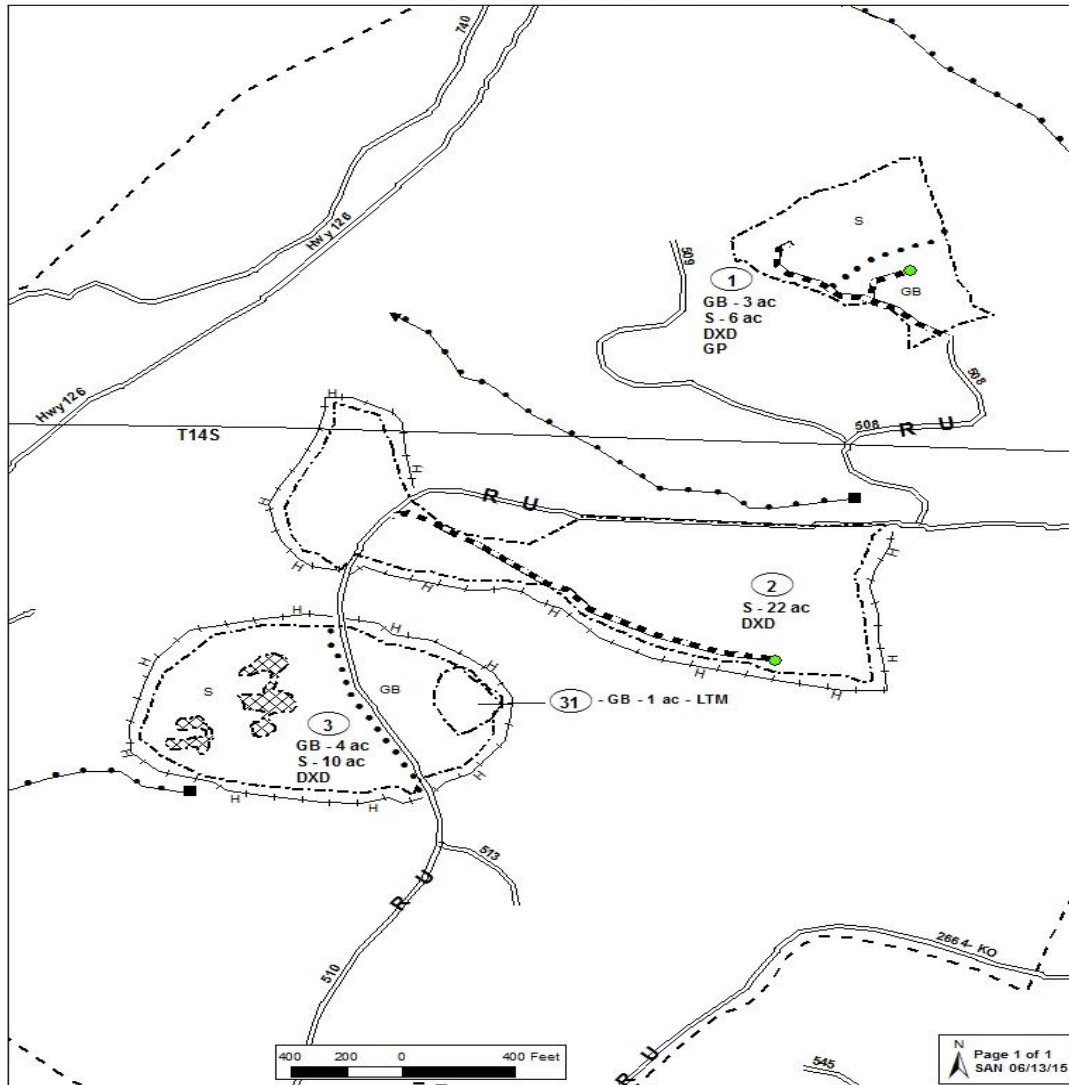
For skyline operations, a carriage with skyline clamping capability will be required. Unless otherwise stated in the unit comments the Diamond D2000, 42' boom, 7/8" skyline, 5/8 inch mainline and 1/2 inch haulback line will be used with an Eaglet Eaglet carriage for profile analysis. Skyline corridors for uphill yarding will be 150 feet apart at the farthest reach of the corridor.

In those areas which are recommended for ground base systems, and which have slopes in excess of 30%, shovel operations can be considered. Each situation must be looked at and approved by the TSO with the cooperation of the zone Geologist.

Intermediate support tree and tail spar heights are determined in accordance to OSHA standards and guidelines.

There may be small areas along roads and near landing sites that can be harvested in a manner not specified in the logging plan. With prior approval from the TSO these areas may be harvested using alternate methods operation.

**Muskee Timber Sale  
Sale Area and Slash Disposal Map  
McKenzie River Ranger District  
Willamette National Forest**

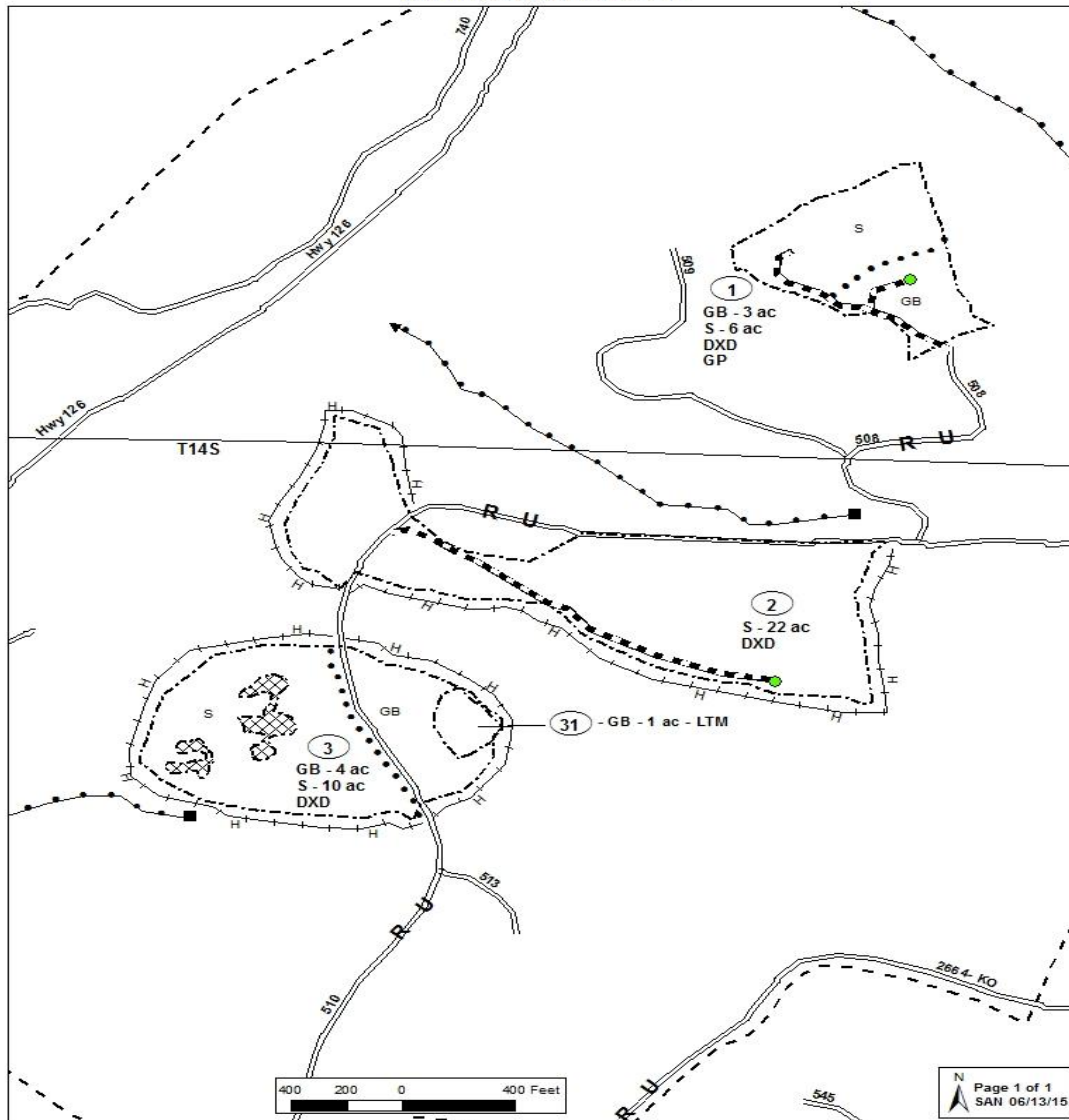


Unit No: 1  
Elevation: 3480  
%Slope: 10-50  
T14S, R07E, Section 32

<u>Prescribed System</u>	<u>Acres</u>
Ground Base	3
Skyline	6

The unit has a proposed 400 foot temp spur which access a grade break to allow for skyline yarding of the NW portion of the unit. The timber to the north of the unit is bigger and will provide lift for the skyline. The average yarding distance is approximately 350 feet. The map shows alternative temps spur which would access the lower portion of the unit and would provide for Ground Based operations. The additional temp spur is approximately 450 feet.

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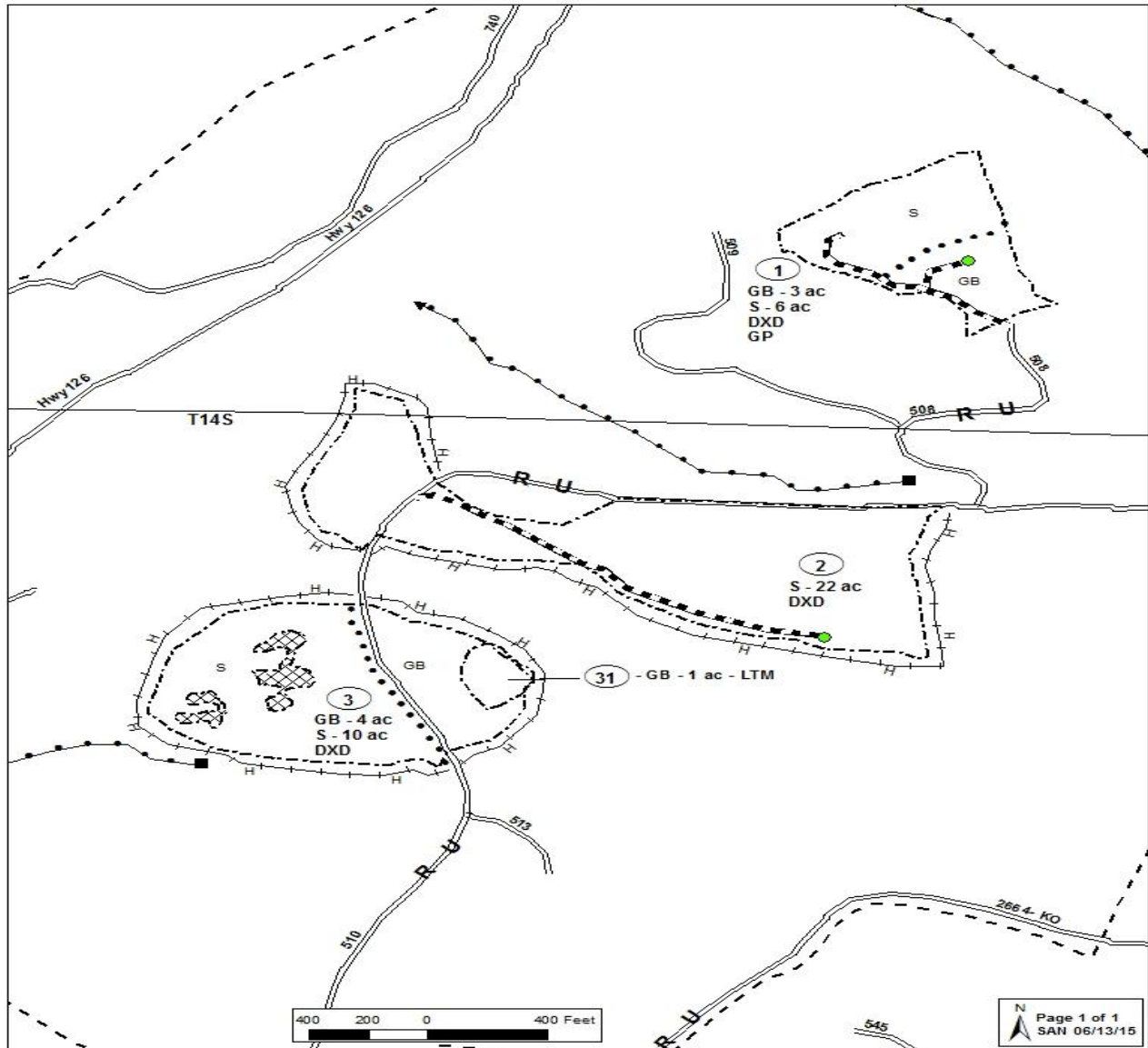


Unit No: 2  
Elevation: 3480  
%Slope: 10-45  
T14S, R07E, Section 32

<u>Prescribed System</u>	<u>Acres</u>
Skyline	22

The unit has a prescribed temp spur of 1600 feet which accesses a ridgeline to allow for skyline yarding of the area south of road 510. There will be some side slope cut on the lower portion of temp spur to get to the ridgeline. The timber is of adequate size to allow for intermediate supports if needed. The average yarding distance is approximately 300 feet.

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Unit No: 3  
Elevation: 3280  
%Slope: 10-45  
T14S, R07E, Section 32

<u>Prescribed System</u>	<u>Acres</u>
S	10
GB	5

The unit has larger timber along the boundary to provide for good lift for the skyline portion of the unit. The average yarding distance is approximately 425'. The east portion of the unit can be Ground base skidded to the existing road system. The average skid distance is approx. 240'. There is a 1 acre GAP along the east boundary of the unit.